

Another Japanese killed. The scene of the murder was on the road leading from Halawa, Kohala, to Waimea, Hawaii. The attending circumstances are reported as follows: A Japanese carpenter was married to a native woman. He was recently employed at Waimea and his wife resided at Halawa. The husband having strong reasons to suspect his wife's fidelity, ordered her to follow him to his temporary residence at Waimea. The order was disobeyed. He then went to her in person, and under pressure she followed her lord and master on horseback, both of whom were also followed by the unfaithful wife's paramour. When ascending the hill on the road leading to Waimea, the murderer galloped up from behind and overtook his victim about a mile above Dr. Thompson's house. The plan had evidently been arranged beforehand. The murderer dealt his victim a blow on the head with a club and then commenced to hack him to pieces. The dead body was left lying on the road. The woman quietly took her dead husband's horse and led it back towards Halawa. On her way back she called at Dr. Thompson's store, when the doctor observed some blood on the saddle and also on her clothes. When asked the reason of this, she stated that two haoles had attacked and killed her husband and in trying to defend him she got the blood on her clothes. The story being doubted, the woman was arrested, after which she turned King's evidence and gave her paramour away. He was arrested and committed for trial. He was brought down in the S. S. Kinan on Saturday last in irons to await his trial.

The following notice of the death of Mrs. Gulick, well-known to all the old residents in this city, is taken from a Japanese paper: "Last Friday, there was a notable funeral in Kobe. Grandma, as we all loved to call her, has gone home. Born in 1798, she sailed with her husband, Rev. P. J. Gulick, to the Sandwich Islands, fifty-six years ago. After nearly half a century of labor there, and after seeing the savage islands transformed into a civilized kingdom, as fully evangelized as any land on earth, she came with her husband to Japan nine years ago. Five and a half years ago, her husband passed away, and now she has gone to meet him. Their last days here were full of blessed influences for us all, and especially for the natives who saw them, and also to many who only heard the story of their lives and their results. This mother in Israel, in addition to labors abundant as a missionary, trained eight children up to manhood, all but one of whom remain to this day. One died thirty years ago while preparing for the ministry; seven are to-day on missionary ground, five as missionaries of the American Board, one as agent of the American Bible Society in China, and one as an independent missionary in Japan. Four are in Japan, one in China, and two in Spain. Let those who pity missionaries' children, or who think that they ought not to have any, make a note of these facts; they are suggestive in many ways. I doubt if there is a woman on this planet any richer than this mother was."

The U. S. S. Hartford, flag-ship of the Pacific squadron, arrived on Sunday, forty-five days from Valparaiso. She carries 14 guns and 350 officers and men. Sailed from Valparaiso January 9th, crossing the Equator in 114° W. Longitude. Had fine weather. The following is a list of her officers: Rear-Admiral—A. K. Hughes, Commander-in-Chief, U. S. Naval Force, Pacific Station. Captain—C. C. Carpenter, Chief of Staff. Lieutenant—John A. H. Nichols, Flag Lieutenant. Lieutenant—R. H. Galt, Secretary. Naval Cadet—J. G. Doyle, Aid. Captain—C. C. Carpenter, Commanding. Lieutenant-Commanders—E. White and J. Marston. Lieutenants—J. W. Carlin, G. P. Colvocoresses, E. F. Quailtrough, H. Hutchins. Ensign—H. Rodman. Chief Engineer—J. W. Moore. Pay Inspector—H. M. Denniston. Medical Inspector—D. Kindelberger. Captain of Marines—W. R. Brown. Passed-Assistant Surgeons—W. S. Dixon and J. F. Bransford. Passed-Assistant Engineer—C. Cowe. Assistant Engineer—J. L. Gow. Naval Cadets—W. B. Fletcher, S. A. W. Patterson, W. B. Whittlesley, W. J. Grimes, J. M. Poyer, J. H. Pendleton. Boatswain—F. A. Bran. Gunner—J. G. Foster. Carpenter—T. H. Maloon. Sailmaker—G. Van Mater. Paymaster's Clerk—L. I. Brigham.

In the Amsterdam *Dagblad voor Nieuwland* of 17th January there is an account of the arrival here of Messrs. Wilder & Co's steamship Kinan with a description of the vessel and of her voyage. The account appears to have been written from that given in the columns of the P. C. ADVERTISER. The translator has, however, made the curious mistake of rendering "Likelike wharf" as "the harbor of Likelike."

The inevitable Cusco Caesar Moreno is again to the front. In another column will be found a letter over his name on the politics of the world, in which he makes some brief remarks about the Hawaiian Islands.

Her Royal Highness Princess Liliokealani returned from Kauai on Sunday per S. S. Iwalani.

The excitement caused by the arrival of Hanlan on Monday, stirred up our small community to a degree seldom experienced in respect of professionals. Rowing is a manly sport, and it has in the champion a gentlemanly representative. As Mr. Greenwall stated, and there is no reason to doubt his word, if you bet on Hanlan you may feel assured he will not "throw you over." That is a great deal to say for a professional sport, their object being in ninety-nine cases of a hundred, to make money, irrespective of the ways and means by which it is made. Not so with Hanlan. He was proud to state, whilst in this city on Monday last, that he had made \$70,000 in six years, and no one could deny he came by it honorably. It is hoped that Hanlan's flying visit may give a little impetus to our rowing men, and that we may see before another year, a regatta worthy of the name. As a rule, our harbor is well suited for light sculls, though Monday was an exception to the rule, and there is no reason beyond a want of energy and co-operation, why our local talent should not develop itself to as high a grade as that attained by Edward Hanlan.

Mr. W. N. Armstrong, ex-Attorney-General etc., etc., of this Kingdom, has recently been lecturing in Virginia, on the production of oysters in Chesapeake Bay and its tributaries. In his address he advocated the creation of artificial beds. He called special attention to the oystermen of Connecticut, who are cultivating oysters in the deep waters of Long Island sound, on ground which was utterly barren and where ten years ago the majority of oystermen said it would be impossible to raise them. These enterprising men, under the encouragement of efficient laws, which gave a fee simple title to the oyster grounds, are creating great artificial beds, covering hundreds and even thousands of acres of ground, and the oyster seed which they use comes mainly from their own raising and is not from the natural beds. \* \* \* There is one oyster farm in Connecticut, owned by one person, which produces one-third as much in value as the total product of Virginia, and that farm promises to yield in five years, more than the total value of the oysters of that State. \* \* \* Mr. Armstrong evidently understands the subject of raising oysters much better than he did the art of making laws for Hawaii. As an oysterman he may be a success, but as a Minister and politician he was a failure.

By the Iwalani we learn of another fatal accident. It appears that on Saturday morning last one of Mr. W. H. Rice's stage coaches started from Kilauea to Kapaa. In addition to the native driver, there were as passengers, Messrs. Robert A. Macfie, Jr., Clarence M. White, G. C. Hewitt and wife, a native woman named Wailua and baby and two boys. On going down the Molokai gulch, the brake got out of gear and the coach forcing itself on the horses, they took fright and went headlong down the steep hill. About twenty yards from the foot of the hill there is a sharp turn. It was here that the accident occurred. The leaders jumped over the precipice and the stage upset. The native woman had both her legs broken and her baby was killed instantaneously. Messrs. White, Macfie, and Hewitt were somewhat bruised but not seriously. Mr. Macfie, who was on his way to Honolulu, very considerably went back to Kilauea to obtain the services of Dr. Borland. The stage coach was damaged considerably.

The Swedish frigate "Vanadis," with Prince Oscar on board, sailed from Lisbon on 2d January. Her immediate destination was Rio Janeiro from whence she will proceed to Valparaiso, Callao and San Francisco before visiting Honolulu. The "Vanadis," though a wooden ship, is spoken of as a very smart sailer, and being commanded and officered by able men, it is expected that she will not fail to put in an appearance here during the month of June according to the original programme of her voyage.

The eighth volume of the *United Service* (numbers for April and May last) contains a biographical sketch of Field Marshal Suvaroff, the great Russian General, from the pen of Mr. David Graham Adams, a gentleman who was lately a visitor in this city. A graceful writer, and master of his subject, Mr. Adams has rendered his sketch very interesting to the civilian as well as to the military reader. Suvaroff lived and fought through stirring times and this account of his career is full of historical interest.

Admiral Hughes and Captain Carpenter called upon the Minister of Foreign Affairs on Monday. His Excellency the U. S. Minister Resident accompanied them and introduced them to Mr. Gibson.

The native who was sentenced to 10 years' imprisonment at the recent Kauai Circuit Court for killing a Japanese, was brought over in the S. S. Iwalani and conveyed to the Oahu goal to serve his sentence.

The whaling bark Napoleon, Capt. Jering, arrived at Hilo, on the 21st instant, 7 months from New Bedford. She landed 150 barrels of sperm oil, and will proceed to the Arctic after taking in a supply of water.

A marine belonging to the U. S. S. Hartford was conveyed on shore on Sunday, and carried in a hammock to the hospital. He is reported to be suffering from a low malarial fever.

The new firm of Riedell & Wood proposes to compete for a share of the Commission business of this city. It has for a long time been in the hands of two or three who have reaped a handsome income from the rush of trade they have had. Messrs. Riedell & Co. start with the motto "Live and Let Live," the natural inference of which is to execute commissions and orders entrusted to their care, promptly and cheaply. We bespeak for this enterprising firm a fair share of the trade of these Islands. On our first page will be found their advertisement setting forth in detail their special line of operations.

The seeds of a celebrated variety carrot which the Hawaiian Consul at Ghent, in Belgium, Mr. Ernest Coppiekers, has presented to the Royal Hawaiian Agricultural Society have been placed in the hands of Mr. A. Jaeger for distribution. Those who have suitable soil for the growth of carrots, should make early application to him. As a rule the carrots procurable from the market gardeners here are of very inferior quality, and the introduction of good sorts is a boon to the country.

The United Carriage Company have very wisely introduced a new plan in their carriages which will prove a boon to passengers patronizing their carriages. The novelty consists of a small frame attached to the back part of the driver's seat in which is plainly exhibited the rates of fare. This company has the reputation of adhering strictly to the legitimate rates of fare which is more than can be said of all the hack drivers in town.

Tuesday last was a busy day for the police magistrate, the acting Attorney-General, and the counsel for the defence. In order to fully satisfy himself of the nature of a certain building on Fort Street, His Honor accompanied by Mr. John Russell visited the premises in person during the brief midday recess. He recommended the Crown prosecutor to do likewise, but the usual pressure of business in his department prevented his so doing.

Messrs. B. F. Ehlers & Co. announce that they will offer at 75 per cent less than wholesale cost, an entire invoice of \$3,700 worth of the finest silk goods ever brought to Honolulu. This valuable lot are now on exhibition, and the grand sale will open on Monday next, the 3rd instant. The special attention of ladies is called to this lot of beautiful goods.

Ash Wednesday was observed at St. Andrew's Cathedral by special religious services. The Rev. George Wallace preached at the evening's service. During the season of Lent there will be a special course of sermons on Sunday evenings, the first of which will be given by Bishop Willis to-morrow evening.

The remains of Lieutenant De Long and comrades of the Jeannette were to leave Hamburg on the steamer Frisia on the 6th of last month. Funeral services were held on the 5th ultimo, which were attended by the Hamburg Geographical Society and the Burgomaster representing the City Senate.

The directors of the Hawaiian Cable Company are highly pleased with the reports to hand of the progress and success of the deep sea sounding party. The late southerly gale may have retarded their work during the early part of this week, but as that has now exhausted itself, good reports are expected to-day.

During the early part of January there was a strike among the drivers of cabs and coaches in the city of Paris for fewer hours and higher wages. There is not much fear of a strike amongst the hack drivers of this city, as long as they can gross \$60 or \$70 a week.

The U. S. S. Hartford has an excellent band on board, and if it could be conveniently arranged, the public would like to hear a similar concert to that given by the Hartford and Hawaiian bands during the visit of the flag-ship last summer.

The brig Wm. G. Irwin left here on the 6th February, and is reported to have arrived at San Francisco on the 17th February. Should this be corroborated, it will probably prove to be one of the quickest passages on record. The hour of her arrival was not noted.

Capt. Malan of the schooner Kahanuhoi was arrested on Monday on a charge of having opened in possession. The former mate proceeded to Hanalei on Tuesday in charge of the vessel.

His Excellency Attorney-General Neumann proceeded to Maui on Tuesday last, where he proposes holding an official investigation into the recent fatal railway accident on the Kaimuki and Waialae Railroad.

A heavy squall from the southward on Monday evening delayed the departure of the S. S. City of Sydney. It was of short duration, however, and the steamer proceeded on her voyage shortly after 6 o'clock.

At the Windmill saloon can be found California quail on toast. This is one of those rare opportunities which permits of the epicure indulging in his fancies.

The span of horses sold by Messrs. Lyons & Levey on Monday fetched \$895, the purchaser being Mr. James Campbell.

The Kinan carried 43 cabin passengers to windward last Tuesday.

The following is a copy of the certificate handed to the Marshal by Drs. McKibbin and H. McGrew in the case of James Aa, deceased:

HONOLULU, H. I., Feb. 26, 1884.

I hereby certify that this day, assisted by Dr. Henri McGrew, I made a post-mortem examination of the body of a Hawaiian named James Aa.

We found the rigor mortis was strongly marked, great congestion of both lungs, the right cavity of the heart gorged with blood, the stomach filled with indigested food and the intestines very much distended. The other organs were all healthy.

I understand that he had been drinking heavily and was put to bed drunk.

I consider his death was caused by apoplexy from the above causes.

(Signed) ROBERT MCKIBBIN.

We learn from the S. F. papers of the death of Frederick William Macondray, the last of the name connected with the old established house of Macondray & Co. The business will be continued under the management of Michael Castle Esq., who has conducted the same for two years past. Mr. Frederick William Macondray, aged 45 years, whose decease we are now called upon to chronicle, has been a paralytic for years past, unable to attend to business.

In the "By Authority" column will be found a copy of the autograph letter of King Umberto I to His Majesty King Kalakaua. Also an official account of the reception by His Majesty of Rear Admiral Hughes, Captain Carpenter and officers of the Admiral's staff and of the U. S. S. Hartford.

Increase of trade has necessitated the enlargement of the building on the premises of the Honolulu Carriage Factory. Mr. Frank Higgins means to go ahead, and for his enterprise in importing the latest styles and most improved kind of vehicles, he deserves to be successful.

Efforts are now being made in Washington to have the steamboat laws amended so that no one except the master, helmsman or pilot shall be allowed to enter the pilot-house of any steamer.

The American bark Amy Turner, Captain Newell cleared from Boston for Honolulu on the 16th February.

## ISLAND NOTES.

KILAUEA, KAUAI, February 20, 1884.

The schooner with the remaining portions of the steam-plows for the Kilauea plantation arrived at Kalihiwai on Saturday, the 16th instant, and the work of landing was begun. The discharging of the freight was very rapid; the engine was landed first, and was used to haul the other parts ashore. It is expected that the plows will make their journey from the landing to Kilauea on Thursday or Friday of this week. The activity of the ponderous engine has been a source of much excitement and wonder to a number of people, many sitting down to watch the operations.

We have had a visit this week from Mr. F. Bagot, agent for McKenney's Hawaiian Directory. He visited Hanalei on Monday, and collected information for the work; he expresses himself as much delighted with this northern part of the island, and contrasts the green hill-sides of Kauai with the more rugged beauties of other isles. He leaves to-day with the James Makee for Nihaui. This, we believe, finishes his official journeys in the Hawaiian Islands.

The weather here for the past week has been very fine.

HONOLULU, February 22, 1884.

The damage done to the Paahau mill is being repaired, and work will be resumed the beginning of next week.

Hon. Paul Isenberg and Mr. Glade paid a visit to Hanalei this week, and expressed themselves well pleased with the looks of the case in Honolulu.

The contract for building the new English school at Honoaka has been given to Mr. P. O. Sullivan and Mr. Warner. They will commence work next week.

The Honoaka mill is doing good work, turning out from 160 to 175 classifiers per week. The cane is giving excellent yields this year. "The entire crop will go a good deal over the original estimate."

## HANLAN IN HONOLULU.

EXHIBITION IN OUR HARBOR OF HIS SKILL.

The S. S. City of Sydney was hardly inside the harbor before the news spread over the city, that Hanlan, the champion rowman of the world was a through passenger to Australia. The steamer reached the wharf at about 11 a.m. on Monday, and a few minutes afterwards, Mr. Hanlan, accompanied by his agent, Mr. Maurice Greenwall, landed on the wharf. The young and handsome athlete was recognized at once. His more immediate friends secured his attention and before noon he was in the heart of the city and surrounded by an anxious throng, all of whom were desirous of an introduction to this wonder of the world. Hanlan was in-

troduced to over a hundred people in less than half an hour, and with each one, he had a short chat and a cordial shake of the hand. On entering the Union saloon, he was followed by dozens of people who were anxious to acquire a more intimate acquaintance with him.

By special appointment, Mr. Hanlan called at our office during the afternoon, and related to our reporter the programme he had prepared for himself for the next few months and also briefly related what he had experienced during his recent visit to California. He stated that he left home a few months ago with the intention of traveling round the world, to see the men that are in it and to compete with all who are desirous of contending for that enviable title, the "champion of the world." At the present time he has no fixed engagements. He proceeds direct to Sydney, where there are reported to be some of the best scullers in the world. So far, the best man he has met is Teemer, of Pittsburgh, Pennsylvania. Hanlan speaks of this young man, who is only 20 years of age, as the "coming man." His performances in California were merely exhibitions and not competitions. The last race of any note that Hanlan had was with Wallace Ross on the 18th of July 1883 on the St. Lawrence river, N. Y. which he won with the greatest of ease. Not having been in training for the past few months, he has increased considerably in weight, and on Monday he weighed 187 pounds, which is 22 pounds over his rowing trim. The boat which he carries with him was built by Ruddock of Boston. It is 31 feet long, 11 inches wide, 4 feet 8 inches spread from rowlock to rowlock, 5 1/2 inches deep. The sliding seat is 26 inches long. The shell is composed of Mexican cedar and is covered with fine canvas. The pair of sculls weigh 7 pounds and are 9 feet 5 inches long.

Hanlan is 28 years of age and is the very picture of health and strength. Even in his civilian's dress, his muscular powers are plainly visible. On Monday he was dressed in a dark cut-away coat, and light tight-fitting pants. His breadth of chest is extremely noticeable, whilst his limbs are perfectly symmetrical.

On his arrival at Australia he purposes settling down to business, and after a few weeks he hopes to be reduced to 167 pounds weight, when he will be prepared to meet Laycock, Rush, Beach or Trickett. Hanlan well remembers his match with Laycock on the Thames in 1880, and he admits that since that time he has not met with a similar contestant.

Unfortunately, Laycock broke his leg a few months ago, which caused the breaking off of a match that was about to be concluded with Hanlan. It is, however, Hanlan's particular desire to first row with Rush, the old Australian champion, and after beating him, as he hopes to do, he will then allow Mr. Beach, the rival of Laycock and Trickett, to have the privilege of rowing the Canadian youth on Australian waters. Should the renowned Trickett find backers, he will be accommodated by Hanlan and his agent, Mr. Greenwall, for any figure he desires to name. Hanlan has rowed sixty professional races since 1876, fifty-six of which he has won, and it is not his intention to lose any of his laurels on the Paramatta river. After his brilliant performance in 1876 at the Centennial Exhibition, he was presented with a valuable gold watch, which he wore yesterday. It bears the following inscription:

"Presented by the citizens of Philadelphia to Edward Hanlan, champion of the world, winner of the professional sculling race at the Centennial rowing regatta, Philadelphia, 1876."

Attached to a massive gold chain, which was also a present, was a heavy gold charm, in the shape of a Maltese cross, bearing the following inscription:

"Oscar's tribute to Edward Hanlan, champion of the world; July 1st, 1881."

Hanlan also exhibited to our reporter a pair of sleeve links presented to him by a friend in New York City. They are of a horse shoe design, each one containing 25 diamonds. In fact Mr. Hanlan stated that all of his jewelry, of which he has about \$10,000 worth, has been presented to him at various times during his professional career.

At the solicitation of a few friends, Hanlan to give us

## EXHIBITION OF ROWING.

In this harbor. The weather was unpropitious for rowing, in fact the water was unusually lumpy. A strong southerly wind prevailed throughout the morning and during the afternoon, it increased to half a gale. Hanlan, however, determined not to disappoint his admirers. Punctually at 4 o'clock Hanlan appeared in his rowing costume on board the S. S. City of Sydney, and his scull was launched at the same time. Long before the hour named, the news had spread around town of the coming treat, and all who could spare the time, flocked to the wharf to see the wonder of the world in his element. Hanlan stepped into his boat at the eastern end of the P. M. S. S. wharf amid the cheers of the assembled crowd. Every point of vantage was quickly occupied. The bows of the S. S. City of Sydney were crowded as also were the Kinan, the Pele, the Kapileian and other crafts that were moored in that vicinity. Members of the Honolulu Rowing Club attended the champion in their